

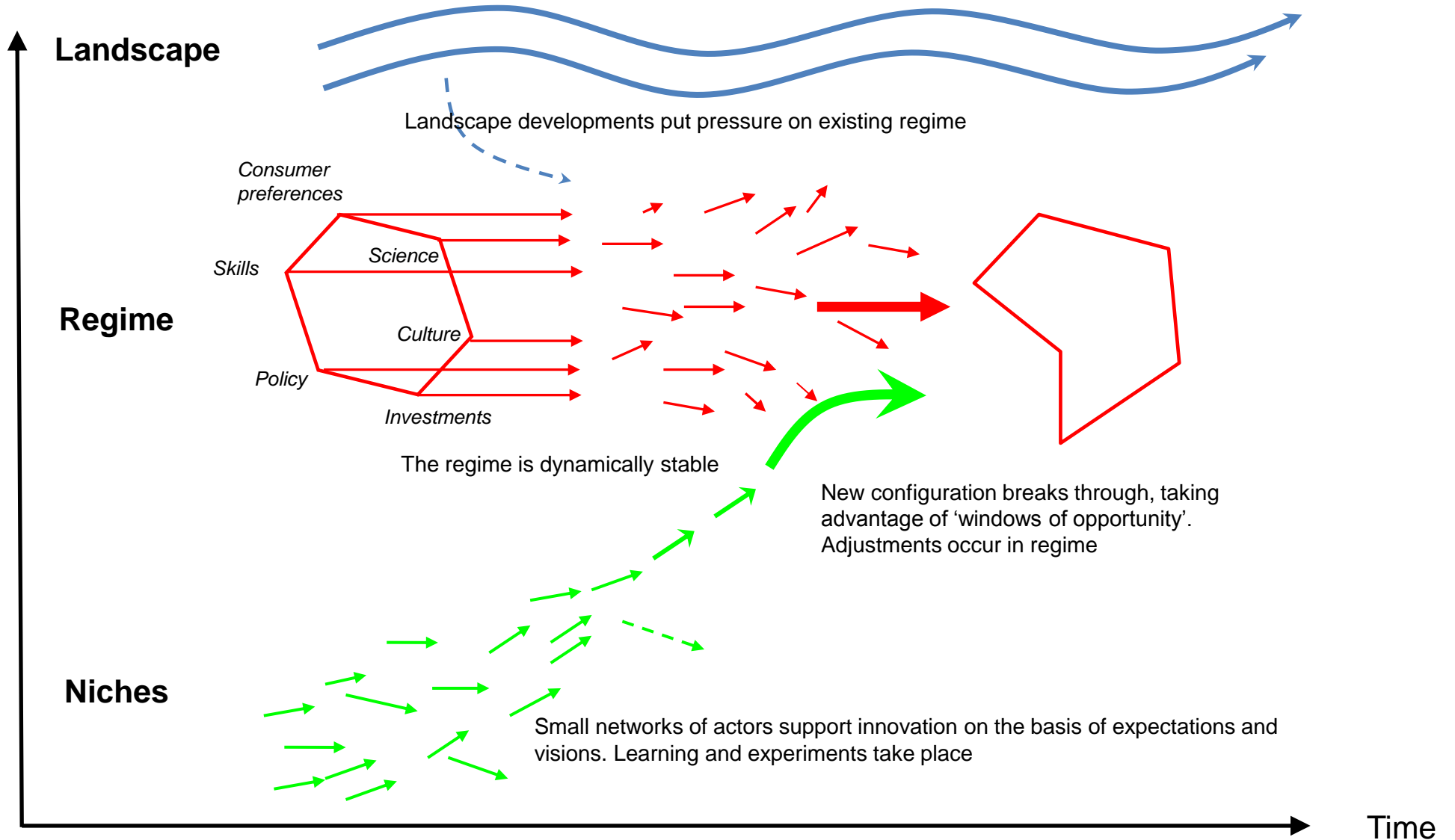
Transitions towards sustainable mobility

Michael Asquith, European Environment Agency, 6 March 2017

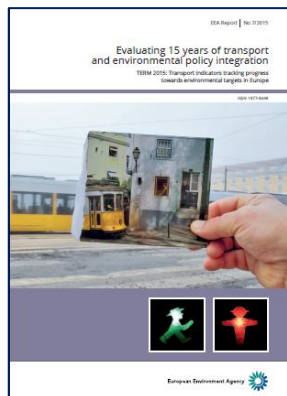
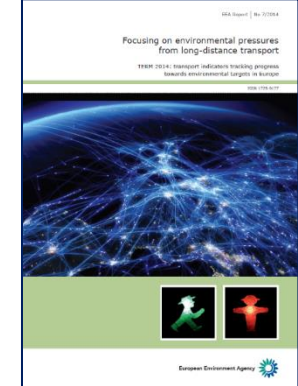
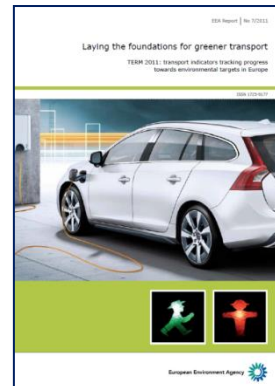
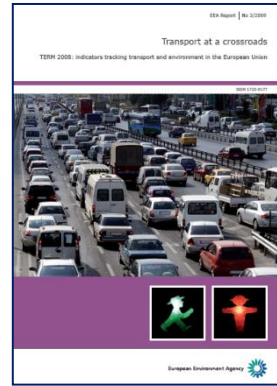
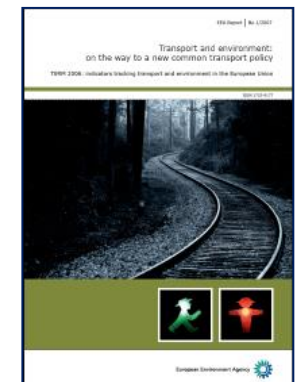
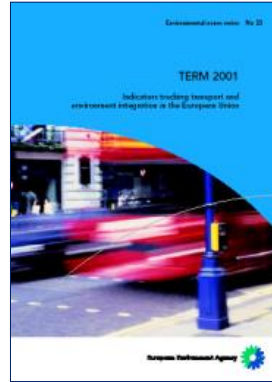
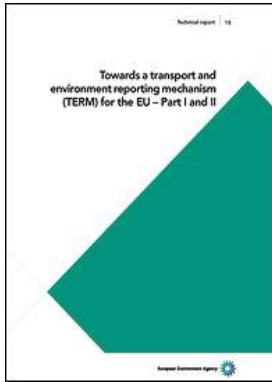
What this presentation is about

- TERM 2016: *Transitions towards a more sustainable mobility system*
- Introduce sustainability transitions concepts using some examples from the transport domain
- Provide a bit of context for subsequent discussions

The multi-level perspective on transitions: rather confusing



Annual TERM report: since the year 2000



TERM 2015 evaluated 15 years of transport and environmental policy integration

TERM 2016 looks ahead to Europe's long-term sustainability goals



EEA publications exploring systems, megatrends, transitions


EEA Report | No 34/2016

Transitions towards a more sustainable mobility system

TERM 2016: Transport indicators tracking progress towards environmental targets in Europe

ISSN 1977-8449





European Environment Agency 

EEA Report | No 22/2016

Transforming the EU power sector: avoiding a carbon lock-in

ISSN 1977-8449



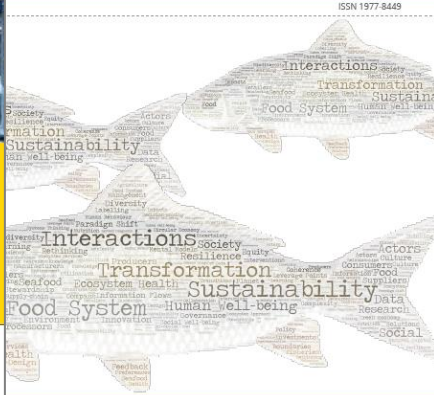
European Environment Agency

EEA Report | No 25/2016

Seafood in Europe

A food system approach for sustainability

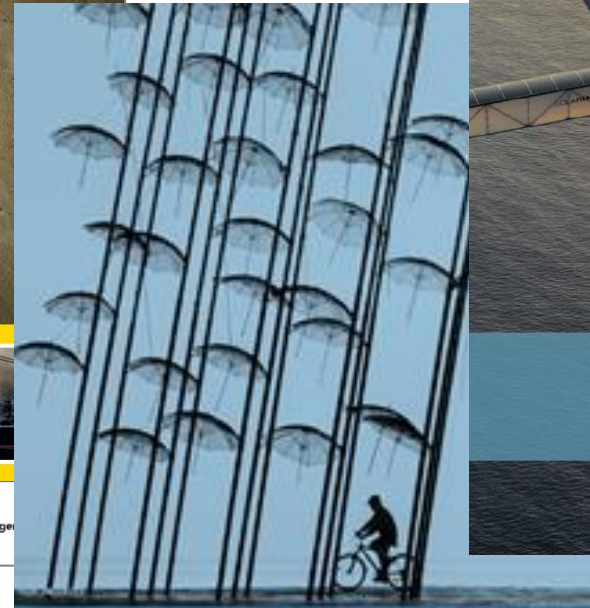
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European Environment Agency

Mapping Europe's environmental future: understanding the impacts of global megatrends at the national level

Method tool kit



European Environment Agency | Eionet — European Environment Information and Observation Network

2467-4273

Eionet report | No 1/2016

Sustainability transitions: Now for the long term



European Environment Agency | Eionet — European Environment Information and Observation Network



European Environment Agency 

SOER 2015 concluded on the need for transitions

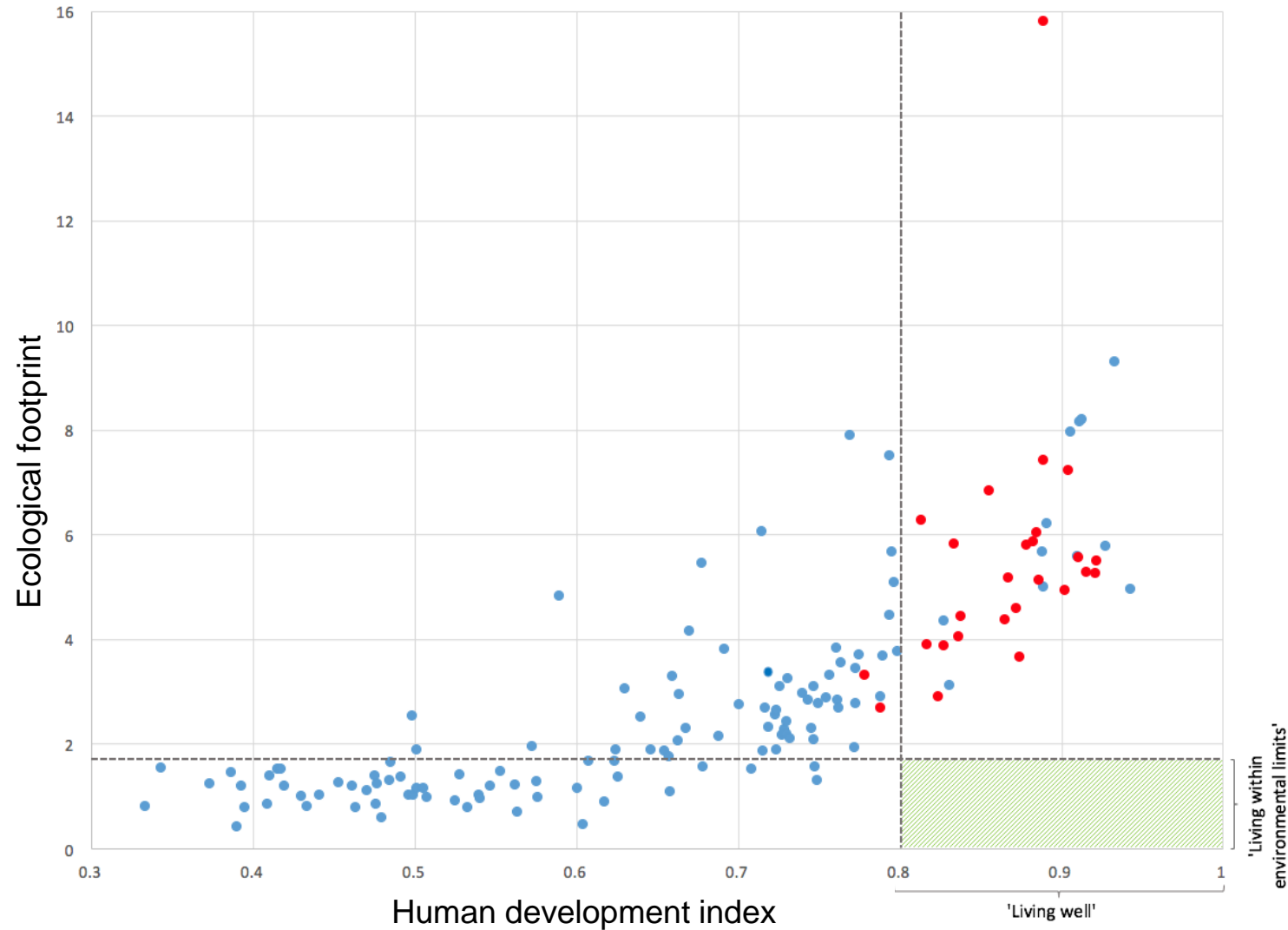


Incremental efficiency gains to established technologies will not be sufficient.

Living well within environmental limits will require **fundamental transitions in core societal systems**, including food, energy, mobility, urban, fiscal and finance systems.

This will necessitate **profound changes in dominant practices, policies and thinking**.

Why do we need systemic transitions?

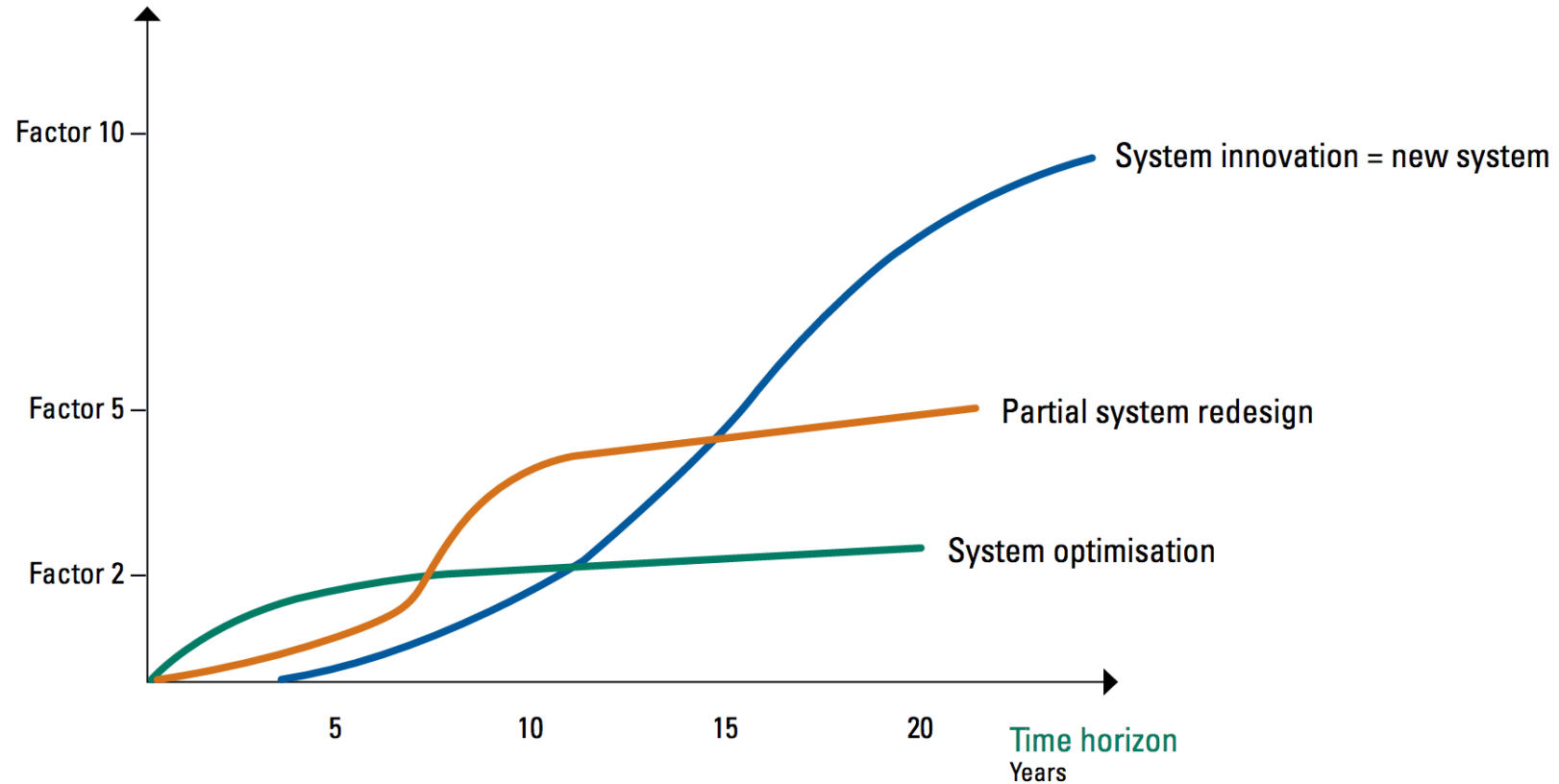


First, because **global trends** necessitate huge improvements in environmental performance in advanced economies

Why do we need systemic transitions?

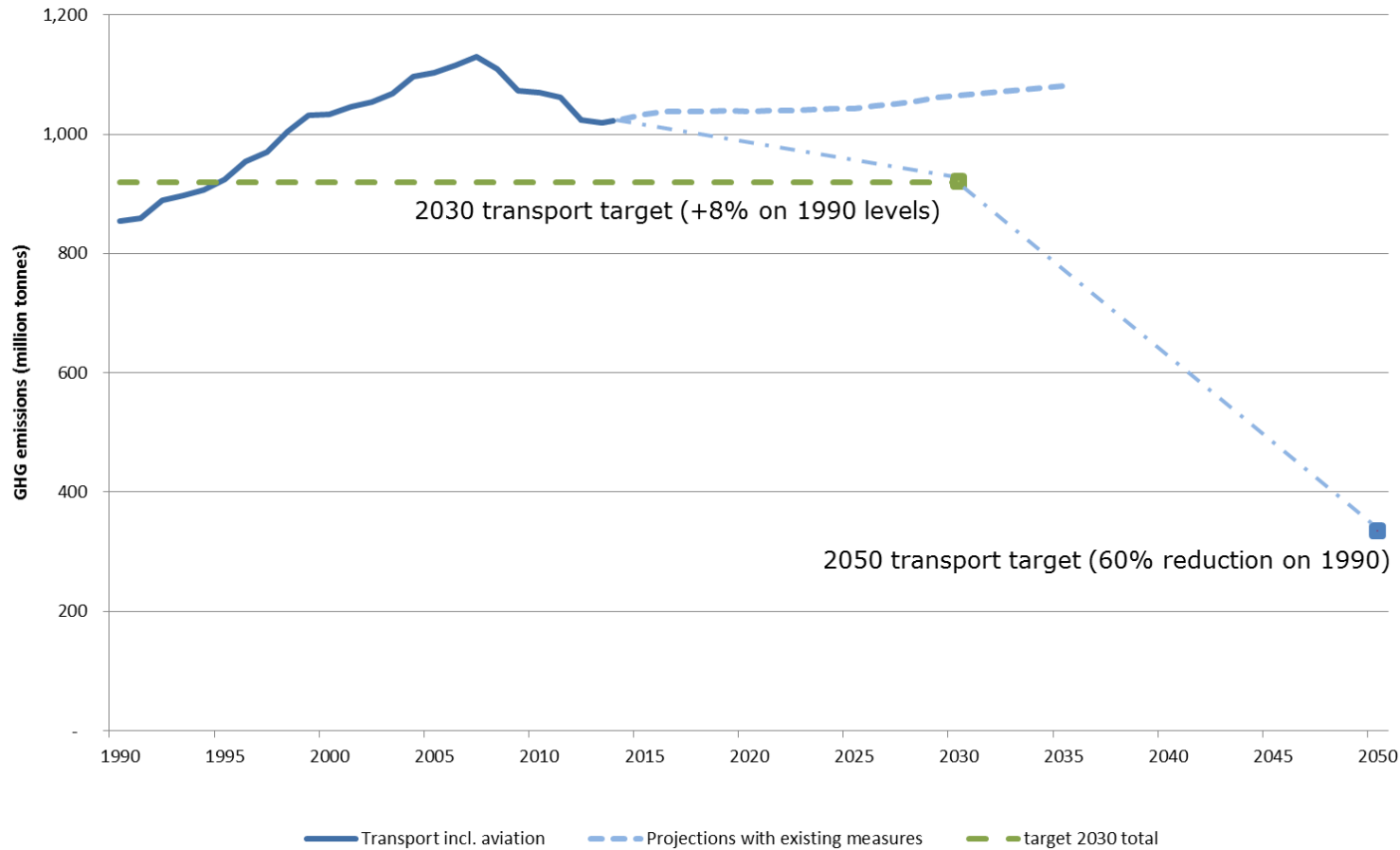
The **scale of needed change** necessitates system innovation

Improvement in environmental efficiency



Source: UNEP

The challenge is particularly obvious for transport

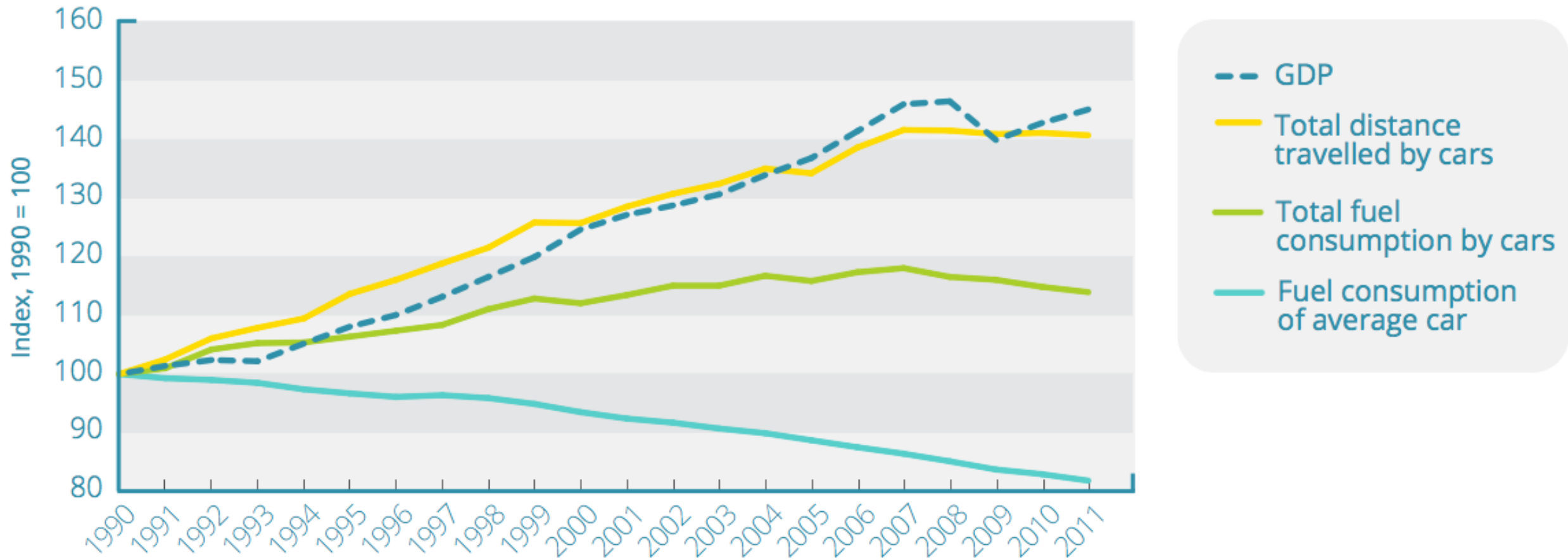


Transport GHG emissions fell between 2008 and 2013, but rose in 2014.

They will have to fall by 67% by 2050 to meet the EU's 60% target

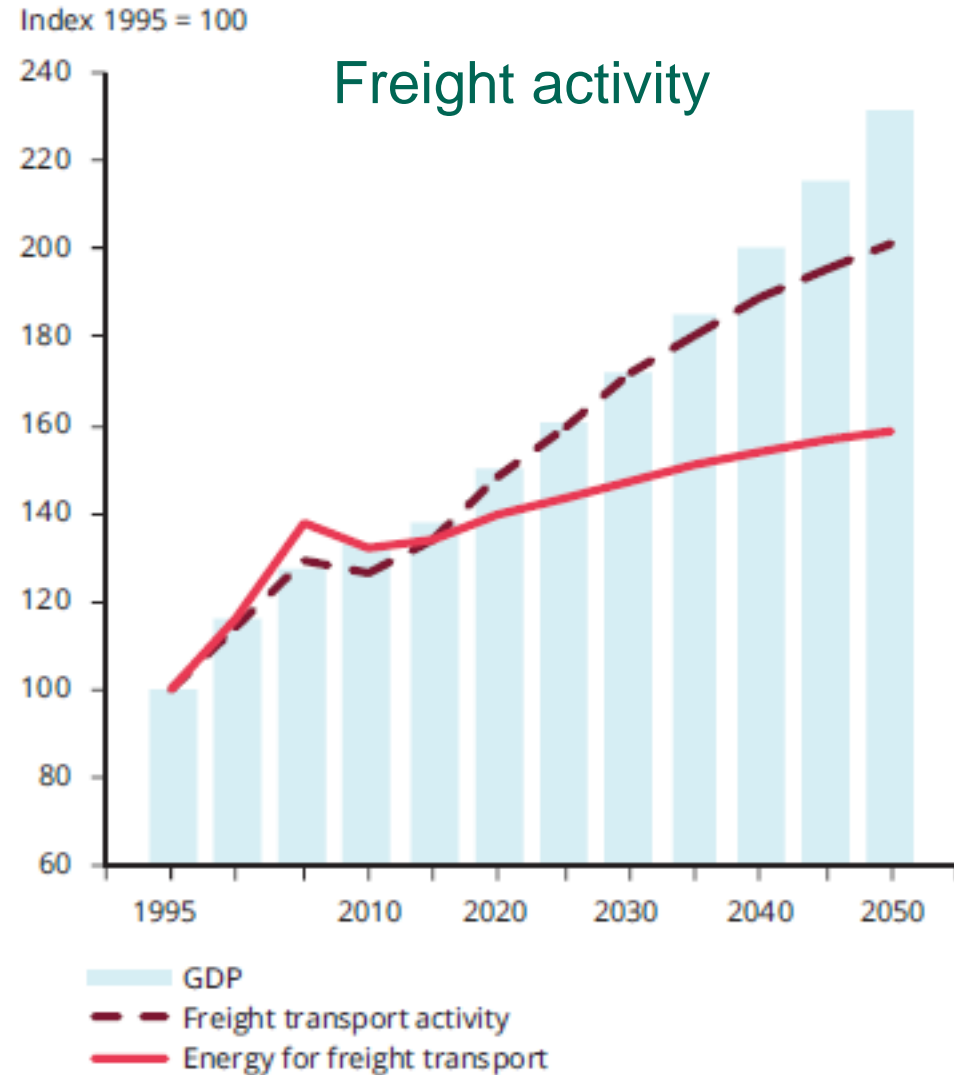
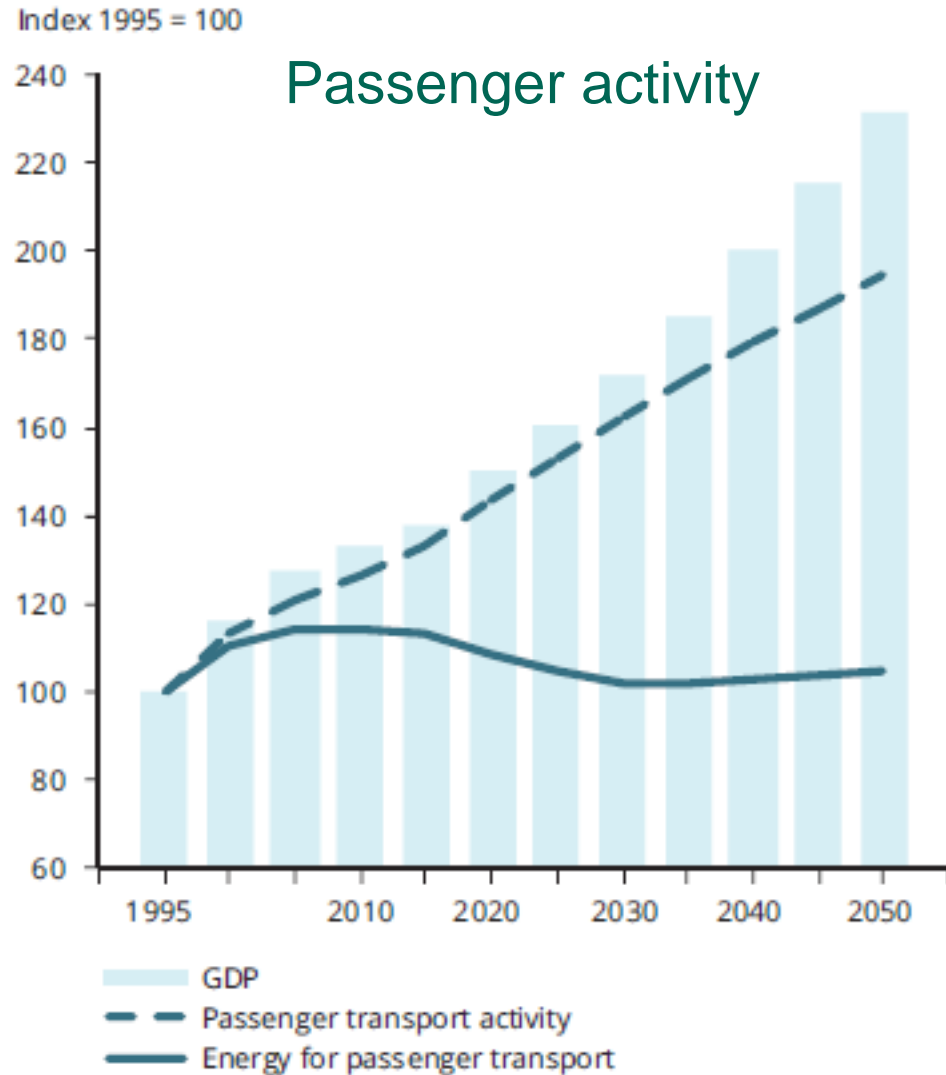
But projections with existing measures point to an increase

Efficiency gains haven't been sufficient in the past



Source: Odyssee database (Enerdata, 2014) and EC, 2014

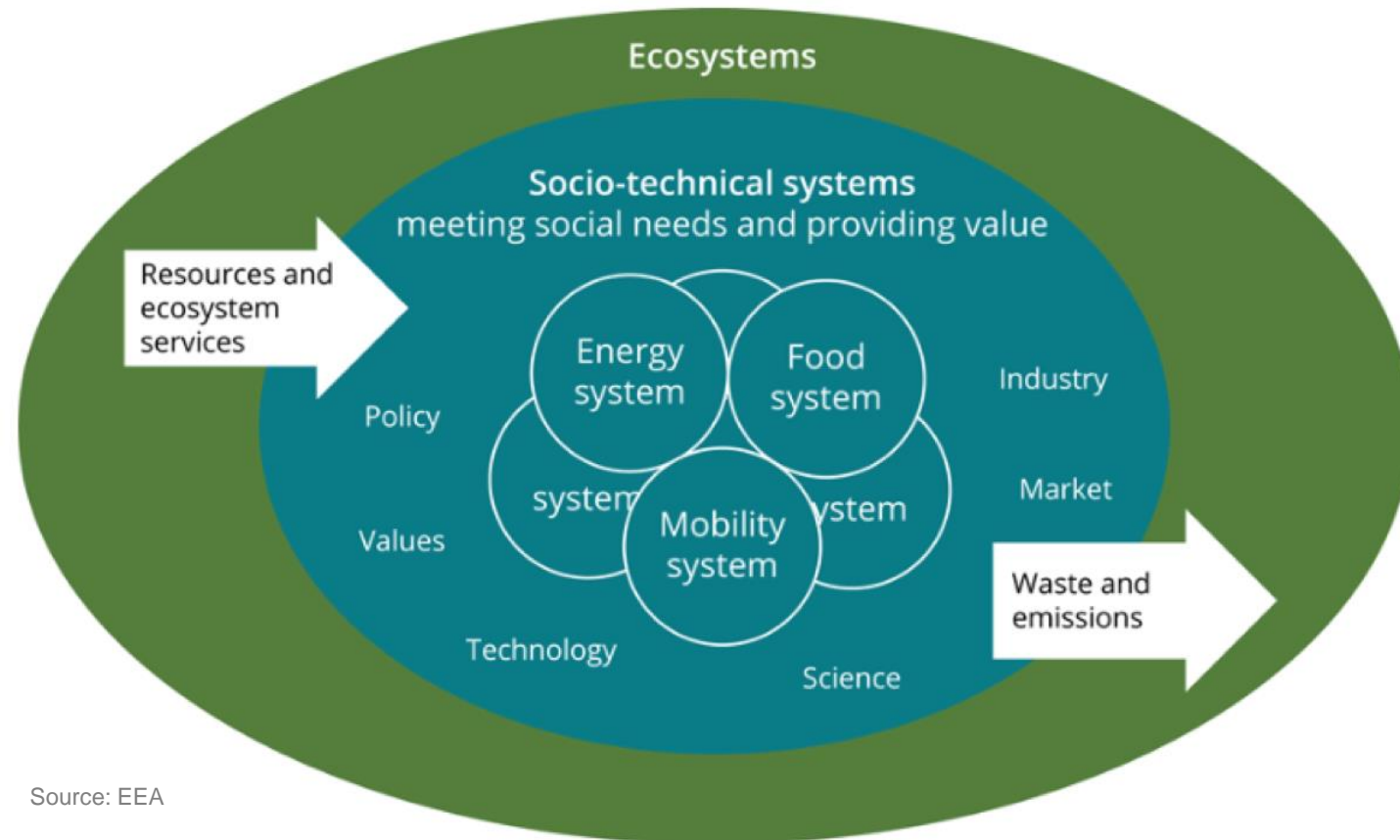
And efficiency gains won't be sufficient in the future



Source: European Commission Reference Scenario 2016

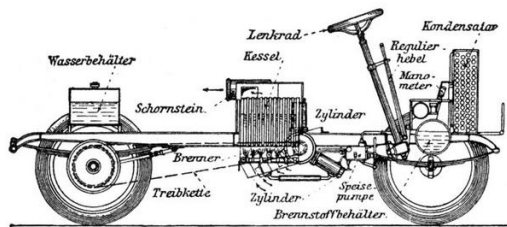
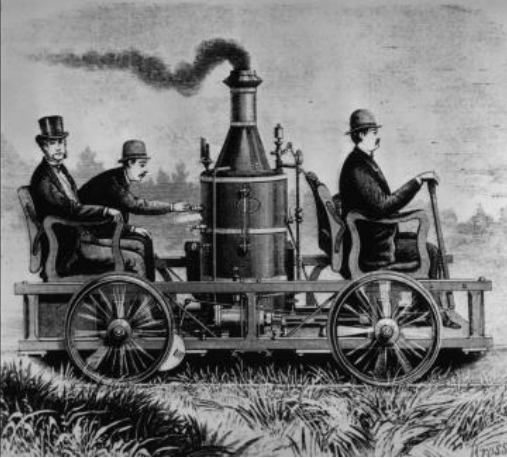
Systemic challenges require systemic solutions

Second, because the **co-evolution** and **interdependence** of technological and societal systems creates **lock-ins, feedbacks and trade-offs**, implying the need for a systemic perspective.



Source: EEA

Understanding the socio-technical perspective



1. Dampfautomobil (Altmann).



THE 100-MILE FRITCHLE ELECTRIC
Is Guaranteed
to travel 100 miles on the single charge—
over city streets or country roads.
We are now ready for
close 1000 Agencies.
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CENTRAL GARAGE
3000 NEW YORK AVE.
CHICAGO, ILL.
SOLE AGENTS FOR THE MIDDLE WEST
AND SOUTHWEST
WARRANTY, A.C. (March 15, 1906)

It is to certify that the Fritchle Electric
Motor Car is warranted to travel 100 miles.
We are now ready for close 1000 Agencies.
Write for our literature.

Rede & Company

The above letter is respectfully submitted as
evidence of the fact that the Fritchle Electric
Motor Car is guaranteed to travel 100 miles.
The entire letter is under seal of a Fritchle
Electric Motor Car, and the completion of
the letter is under seal of the Fritchle
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the letter is under seal of the Fritchle
Electric Motor Car.

VICTORIA PRAXTON
Electric Motor Car
Write for our literature.

THE FRITCHLE AUTOMOBILE & BATTERY COMPANY
1400-1402 Cambridge Street, DENVER, COLORADO

- Technology researchers emphasise the idea of the **‘dominant design’**: one design gets an initial advantage and becomes very hard to displace
- E.g. the petrol powered internal combustion engine
- Once dominant design is established, innovation shifts from **products to processes** – from **radical to incremental** improvements

Business incentives entrench the dominant design

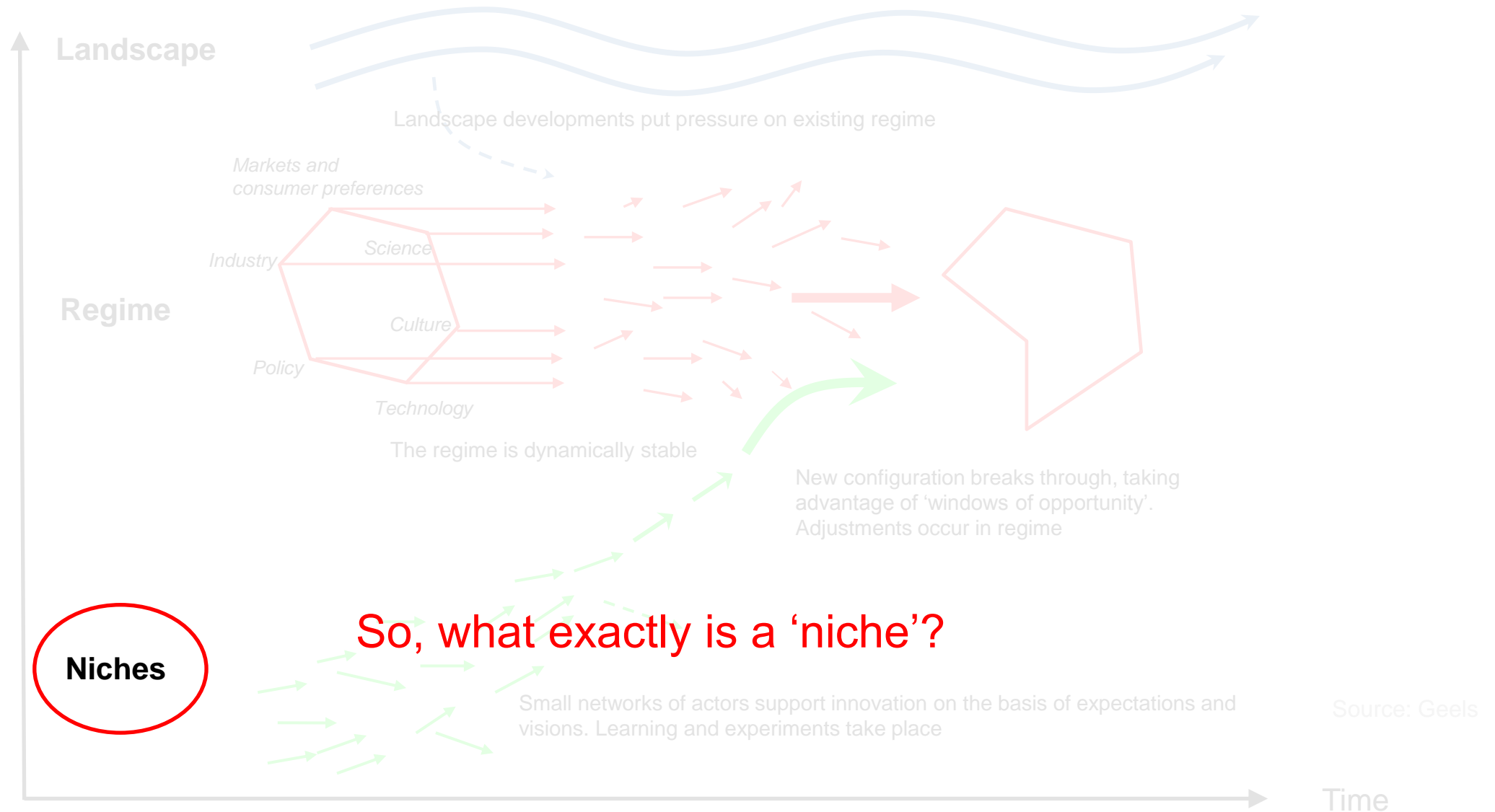
- Industries **consolidate**, make large and irreversible **investments** in plant, and **restructure** themselves, develop **knowledge** and skills around the dominant design.
- Most business **investment** is financed from recycled revenues and profits, favouring incumbent production.
- **Industry networks** form producing inputs or complementary infrastructure (some long lasting).
- **Government standards** provide coordination (removing uncertainty) but lock in aspects of the dominant design. Altering **taxes and subsidies** creates winners and losers.

Social systems further entrench the dominant design

- **Private institutions** emerge reinforcing lock-in: technical schools, professional bodies, workers unions, user associations
- **Social practices** co-evolve as technologies become an integral part of daily life. E.g. residence, work habits, leisure, media, culture.
- This is why they're called '**socio-technical systems**'.
- A huge range of incentives favour incremental improvements to the existing system. So **how can societies overcome these lock-ins and enable systemic change?**

Innovative outsiders hold the key to reconfiguring systems

The multi-level perspective on transitions



A niche is a small protected space



A niche is a small protected space



A niche is a small protected space



How and where do niches emerge?



A niche is often defined **as a space protected from the dominant regime**, affording innovators opportunities to implement and experiment with new technologies, processes or social practices.



Niches can arise:

- **Spontaneously** via local heterogeneity (e.g. environment, culture)
- Due to **civil society** actions (labelling schemes, etc.)
- Within **businesses** (Xerox PARC, AT&T Bell Labs, Google, etc.)
- As a result of **policy** (e.g. tax exemptions, grants, investments)



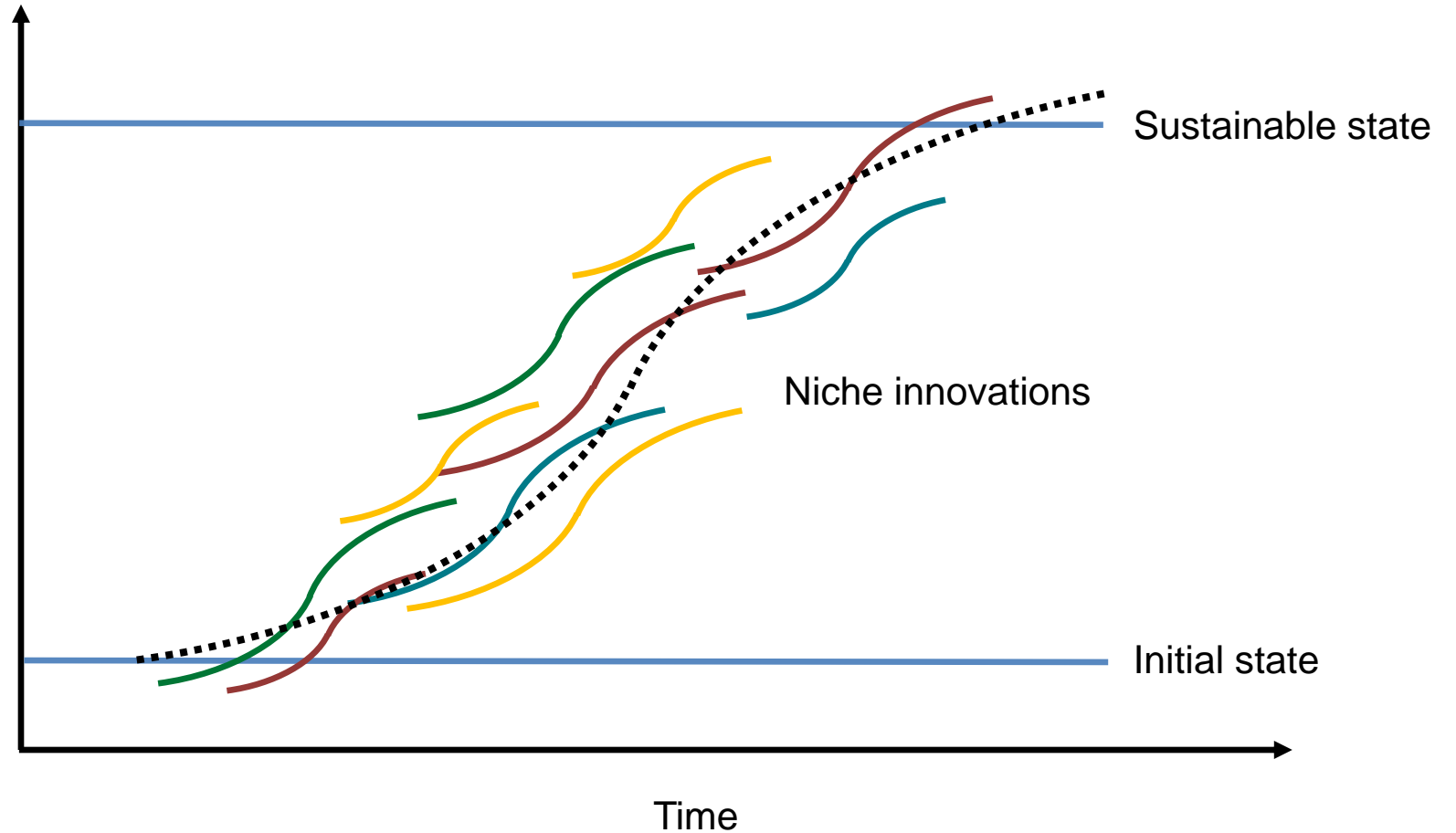
Systemic change involve multiple innovations



UBER



Environmental performance

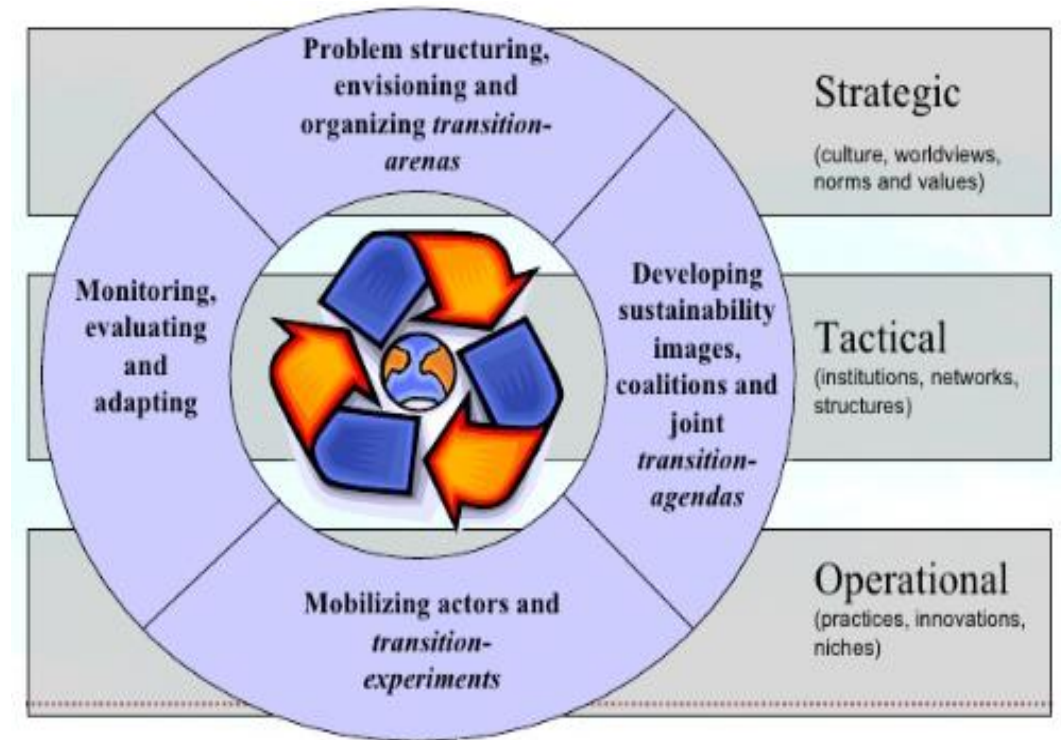


Source: Loorbach

Transitions are complex, uncertain, emergent processes

Transitions can't be managed in a top-down way. Approaches for governing socio-technical transitions therefore emphasise:

- **Experimenting and learning** aimed at aligning the technical and the social
- **Iterative, adaptive, participatory processes** of visioning, agenda building, experimentation and evaluation

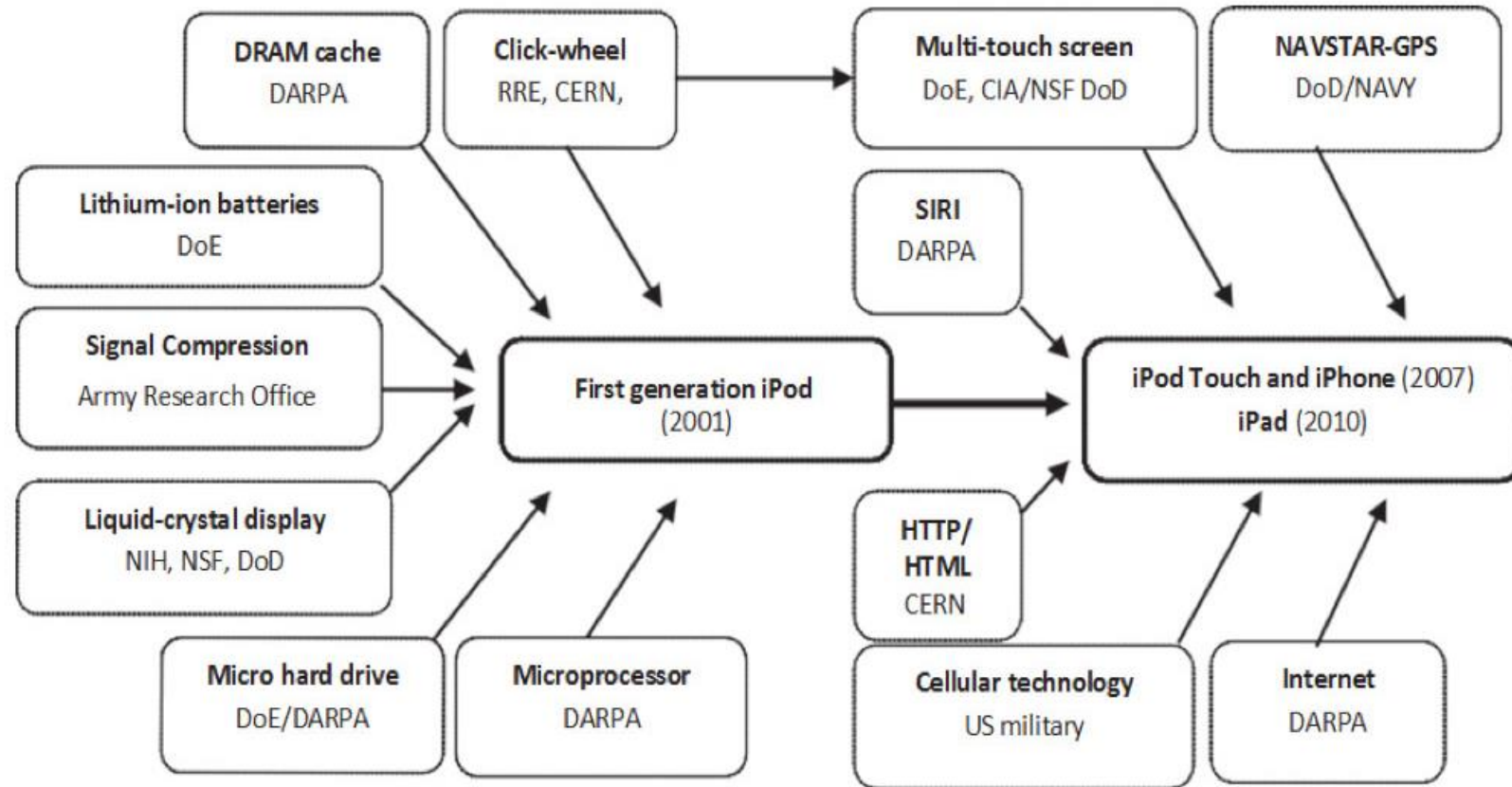


The socio-technical framework is just one approach

Socio-economic transformations

- **Addressing the socio-economic paradigm:** Polanyi and *The Great Transformation*: marketisation of society, impacts on human nature and values (consumerism, materialism).
- Social innovations aimed at creating alternative economies can enable a shift to sustainable lifestyles?
- **Addressing socio-economic sub-systems:** socially undesirable outcomes in finance, tax, welfare, labour, trade systems due to incentives, power, market failure
- Mixture of mainstream and innovative responses

Questioning the idea of market forces as the key driver of innovation



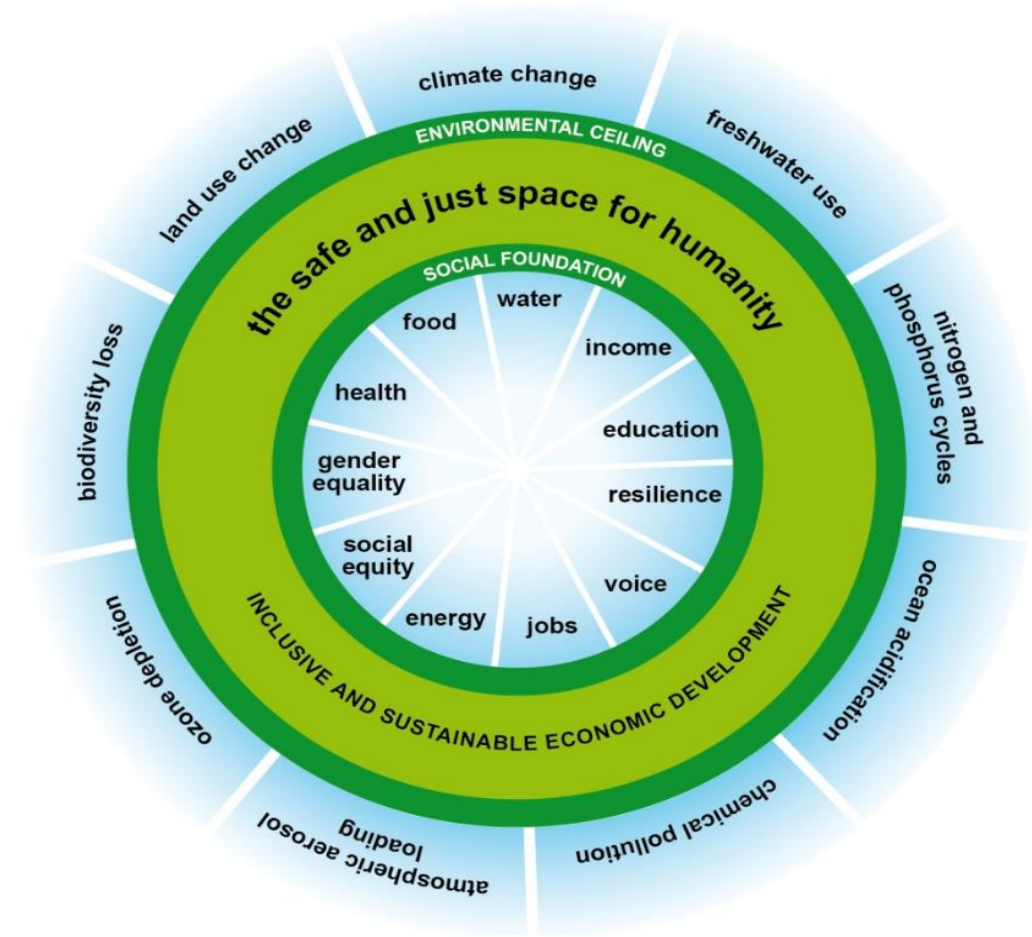
Source: Mazzucato

Socio-ecological transformations

Starting point in

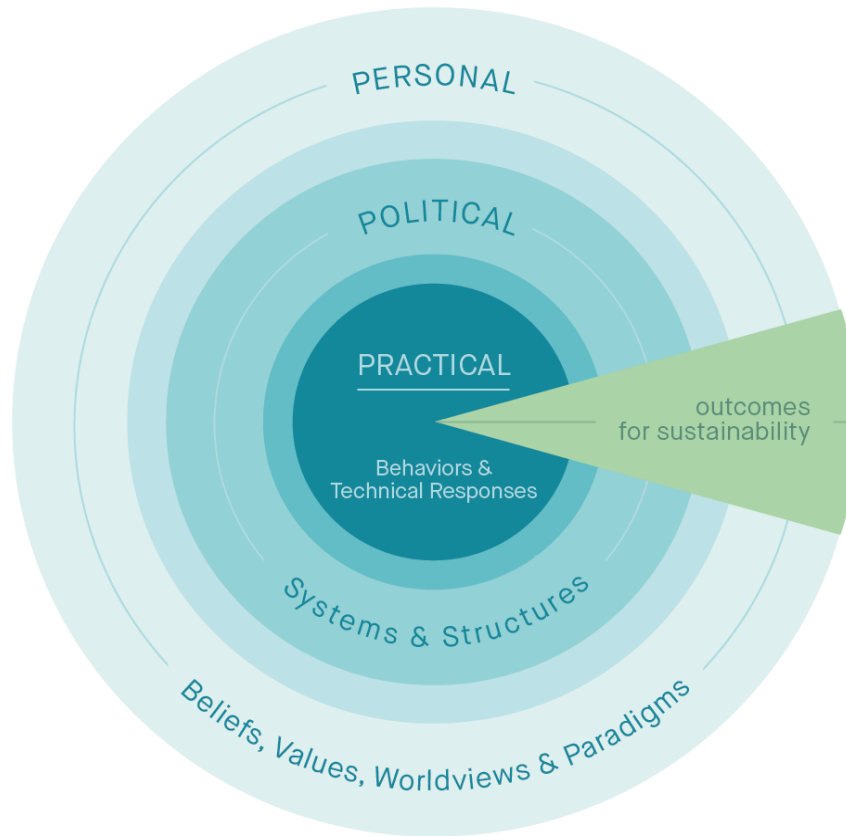
- global environmental change research (ecosystem resilience, planetary boundaries)
- nature-society interlinkages (the Anthropocene)

Focus on food and land use leads to emphasis on **social innovation**, with implications for dynamics of change (scaling up, out, deep, etc).



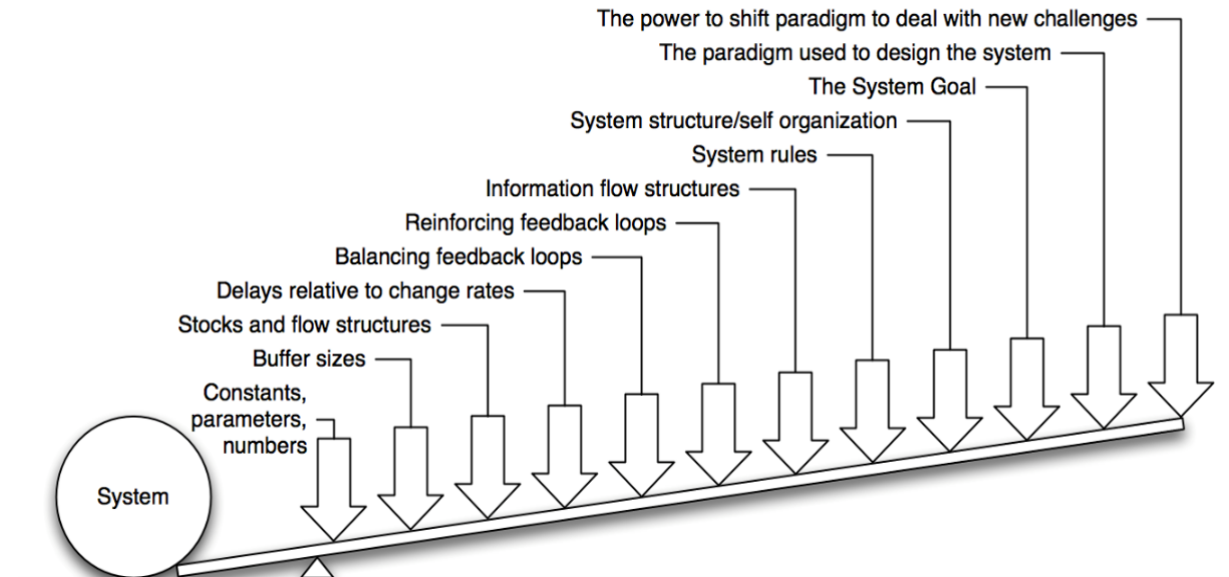
Source: Raworth

Leverage points for system change



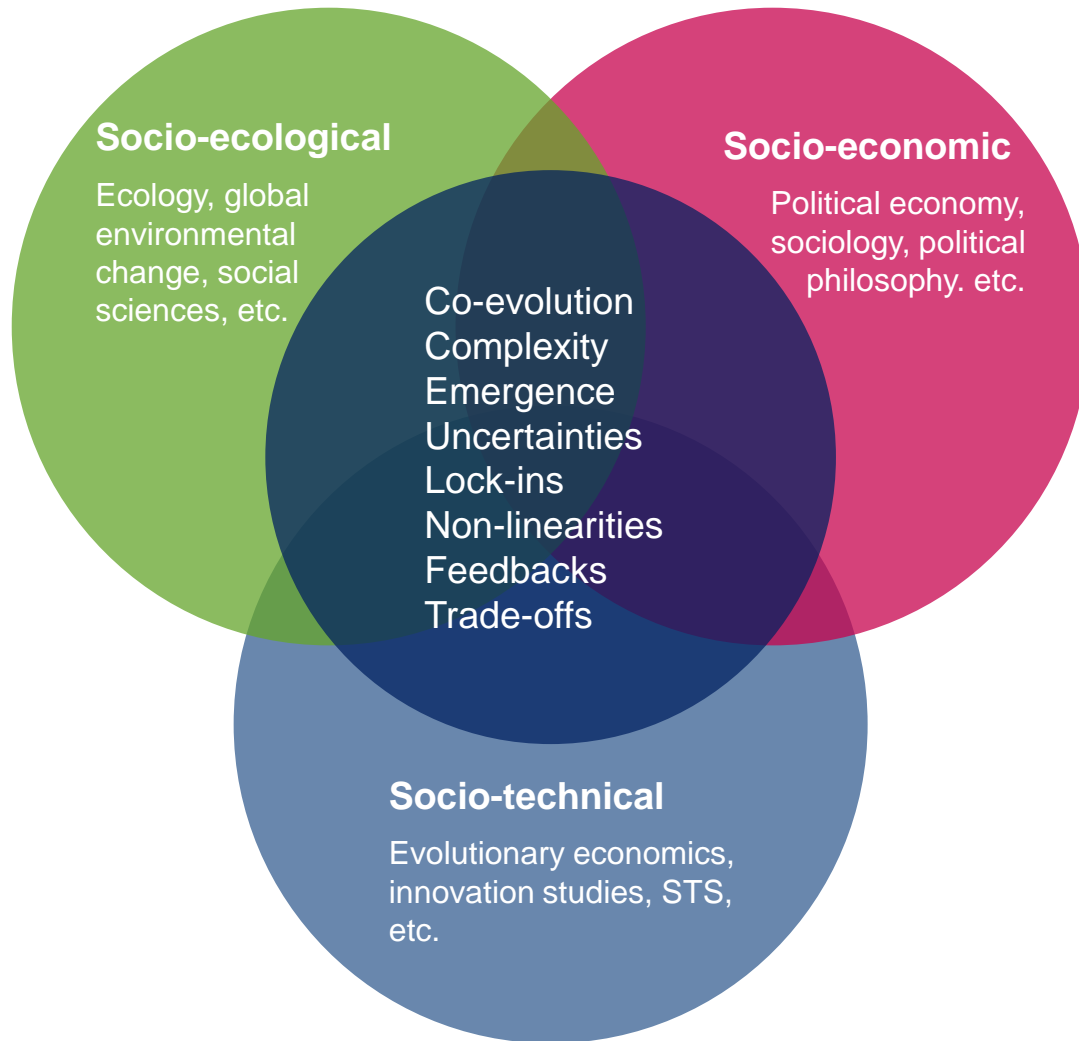
Source: O'Brien and Sygna

- Transformative activities can be organised into three spheres
- Transitions can seldom happen without transformations in beliefs and values.



Source: Meadows

Three analytical perspectives on systems

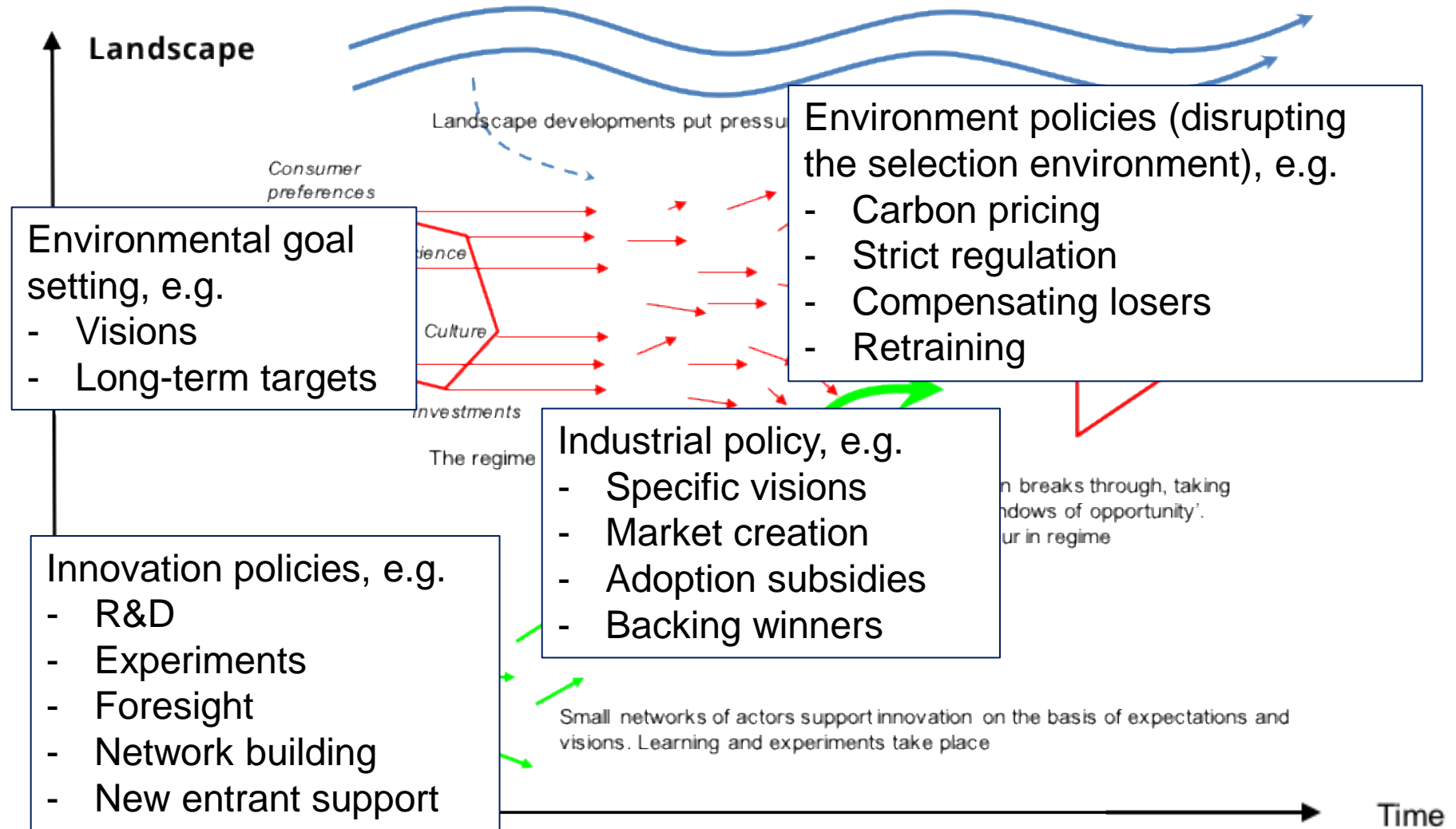


Contrasting disciplinary roots and systemic focuses but co-evolution produces many **shared characteristics**

Source: based on Loorbach

What does it mean for governments?

Looking beyond environmental policy tools to complex policy mixes



Source: Geels

TERM 2016 points to diverse opportunities and co-benefits

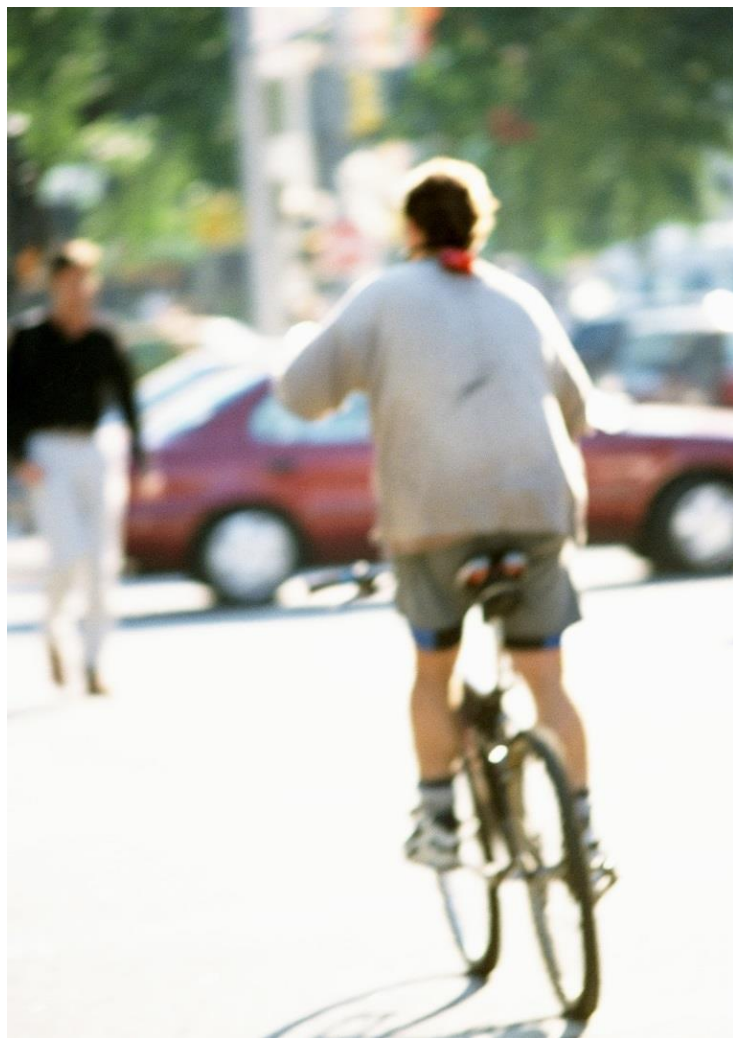
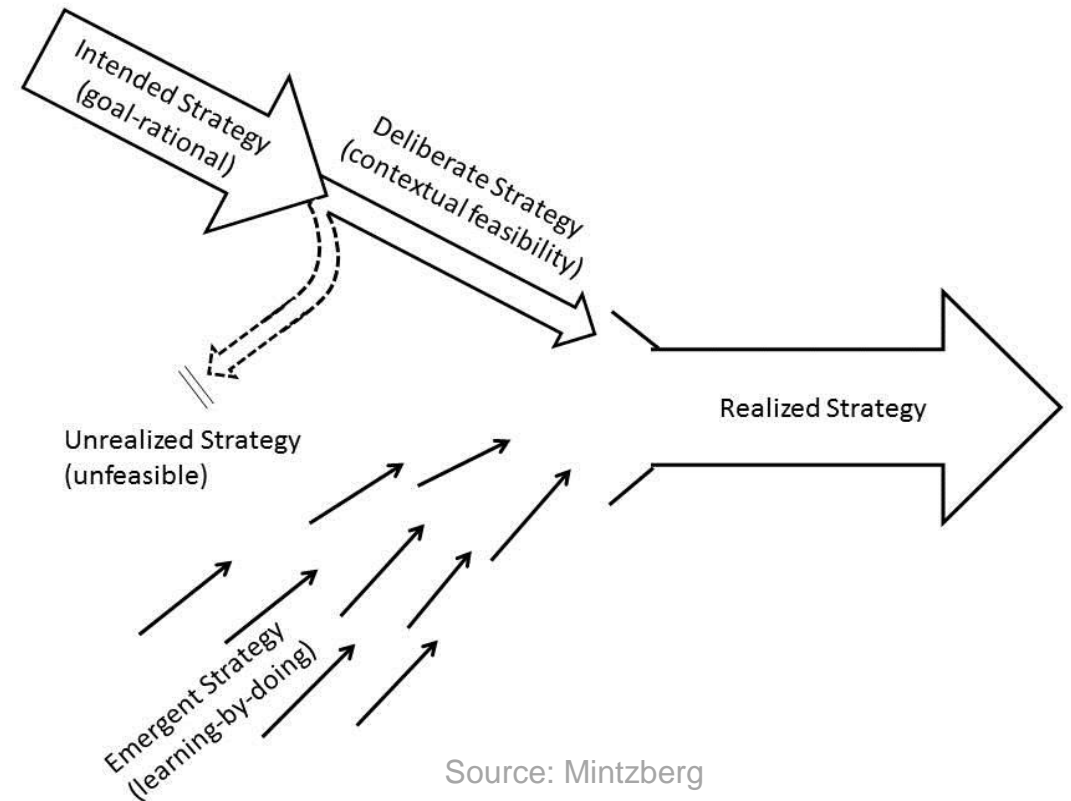


Image © EEA

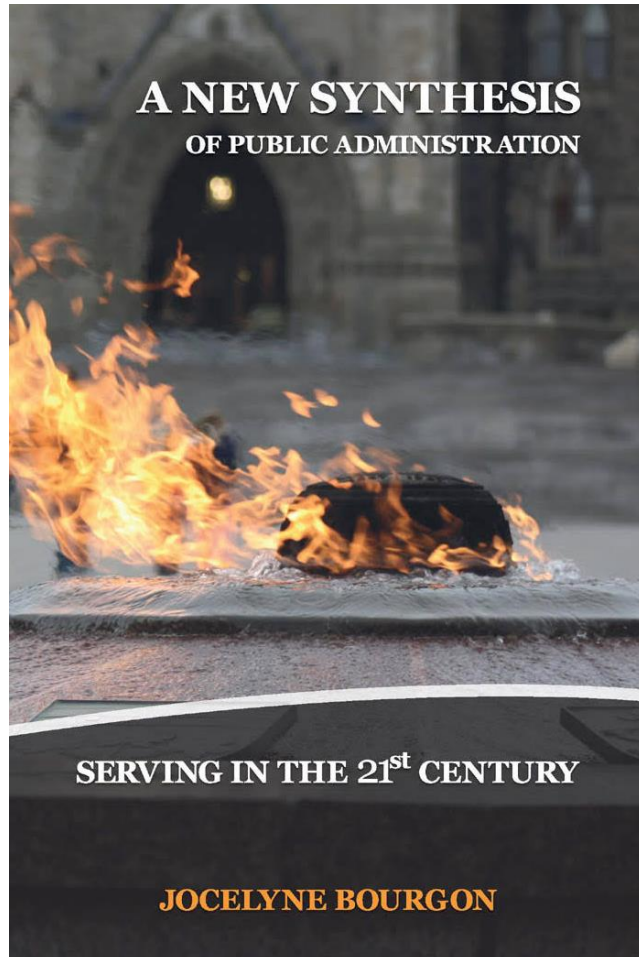
- Changes in behaviour and preferences, specially in cities and younger generations.
- Awareness of air quality problems and willingness to change policies
- Non-motorised modes improve urban quality (air, noise)
- Varied forms of shared and automated mobility
- High speed train links and new freight corridors
- But how these play out in practice is uncertain (e.g. electric bikes, shared mobility)

Knowledge development, networks and learning

- Breaking down silos across government and across scales
- Enabling local experimentation (including in policy)
- Fostering networks for information exchange, learning (e.g. HINKU)
- Promoting transdisciplinarity and co-creation of knowledge
- Monitoring, foresight, modelling, social sciences, action research, etc. all provide insights



Public administration for the 21st century?



'The best insight about emergent phenomena may not rest with government. ... Enabled in part by modern technologies, citizens and other actors can devise innovative solutions to public issues.'

Governments need to leverage the power of others. The knowledge, capabilities and loci of action are broadly dispersed.'

Can we create institutions and networks that can enable societies to achieve sustainability transitions?

